



Five Letter Name Code Duplicate Resolution Policy Proposal

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International Civil Aviation Organization

SATS Section

ICAO – Five-Letter Name-Codes Duplicate Resolution Policy

The policy gives criterion that must be used to determine which Five-Letter Name-Codes need to be retained and which need to be released to eliminate duplicates.

ICAO in collaboration with EUROCONTROL and the FAA is actively pursuing the objective of eliminating all Five-Letter Name-Codes duplicates over the next two (2) years. The objective is to have all duplicate names eliminated by the end of 2011.

It has been demonstrated that inability to resolve such Five-Letter Name-Code duplicates represents a **Safety Hazard** to air transport.

The globalisation of the Five-Letter Name-Codes electronic register allows ICAO and its stakeholders to finally address this important task.

The Five-Letter Name-Codes management service is considered to be the **official ICAO Five-Letter Name-Codes register**. The service can be accessed at the following address:

<http://www.eurocontrol.int/icard>

Background

The 5LNC codes are drawn from a set of pre-defined five letter combinations generated by ICAO and the FAA in the 1960's. This list was then split and distributed to the various ICAO Regional offices throughout the world. These reserve lists have since formed the base for 5LNC allocation by the ICAO Offices with the objective of world-wide unique allocation to enable unambiguous designation of significant points not linked to the site of a Radio Navigation Aid.

ANNEX 11 APPENDIX 2.

Principles governing the establishment and identification of significant points

With reference to Amendment 45 to Annex 11, effective from the associated adoption date of 22 November 2007, airspace planners are reminded to adhere to the alteration to the governing ICAO provisions and refrain from relocating any waypoint without allocating it a new 5LNC as indicated in the extract below:

"The name-code designator assigned to a significant point shall not be assigned to any other significant point. When there is a need to relocate a significant point, a new name-code designator shall be chosen. In cases when a State wishes to keep the allocation of specific name-codes for re-use at a different location, such name-codes shall not be used until after a period of at least six months." (Chapter 2, Section 2.13, §3.4 refers)

Statistics

Initial statistics obtained from the ICAO 5LNC Official Register on the occurrence of duplicates show that 4129 duplicates need to be resolved:

Occurrence	Number of instances
Double	3707
Triplet	350
Quadruplet	60
Quintuplet	10
Sextuplet	2

Definitions

5LNC:

Five-Letter Name-Codes (5LNC) codes are drawn from a set of pre-defined pronounceable five letter combinations generated by ICAO and the FAA in the 1960's. The list was split and distributed to the various ICAO Regional Offices throughout the world. These reserve lists have since formed the base for 5LNC allocation by the ICAO Offices with the objective of world-wide unique allocation to enable unambiguous designation of significant points not linked to the site of a Radio Navigation Aid.

5LNC Allocation through the ICAO official channel:

5LNC allocation which has been done through coordination with ICAO Regional Offices and Contracting States according to Annex 11, appendix 2.

Note: The United States of America are using a separate allocation process which does not require coordination with the ICAO Regional Office since they are drawing codes from their own separate list.

5LNC Allocation through official channels:

5LNC allocation which has been done through the ICAO official channel for all States and through the Federal Aviation Agency (FAA) for the United States of America.

5LNC Duplicates:

5LNC that have been allocated and that bear the same name but are physically located at more than one different locations.

5LNC ICAO Official Register:

An internet based Five-Letter Name-Codes management service available at <http://www.eurocontrol.int/icard> and used by ICAO Regional Offices as the official register.

AIP:

Aeronautical Information Publication. A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

FAA:

The United States of America Federal Aviation Agency.

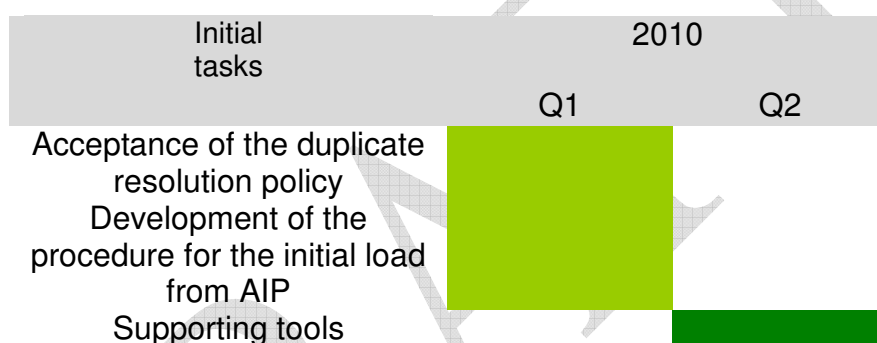
FIR:

Flight information region. An airspace of defined dimensions within which flight information service and alerting service are provided.

Initial Tasks

The proper execution of the duplicate resolution plan requires some initial tasks to be performed.

The first initial task is to get the current duplicate resolution policy accepted by the ICAO Regional Offices and to develop the procedure to load the Five Letter Name Code data from the States' AIP where available. The second initial task is to have the supporting tools ready. The supporting tools consist mainly of specialized reports and the creation of a geographical representation of the Five Letter Name Code data that will be used to monitor the various phases of the work described in the next section.

**Prioritisation**

The resolution of Five-Letter Name-Code duplicates will be coordinated in five successive phases:

Phase 0 – Duration 1 month

ICARD load with codes in States' AIP that are not in ICARD;

Phase 1 – Duration 3 months

Five-Letter Name-Code duplicates located within the same or adjacent FIR;

Phase 2 – Duration 4 months

Five-Letter Name-Code duplicates located at less than 500 NM apart;

Phase 3 – Duration 4 months

Five-Letter Name-Code duplicates located within the same ICAO region;

Phase 4 – Duration 6 months

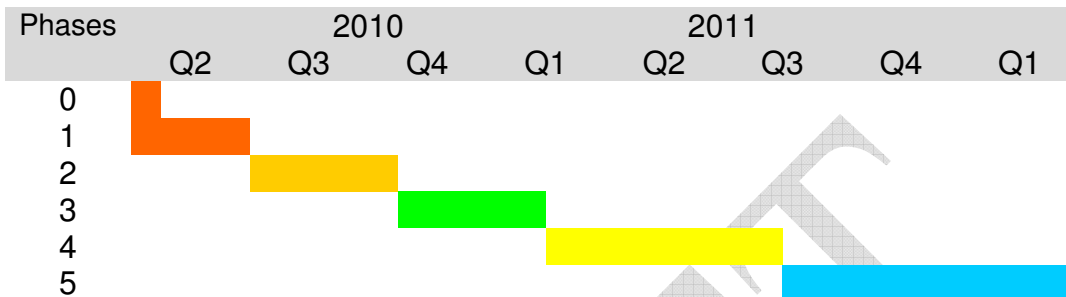
Five-Letter Name-Code duplicates across ICAO Regions and located at more than 500 NM apart.

Phase 5 – Duration 7 months

All remaining problematic resolutions of all phases will be addressed in phase 5. This phase should last seven (7) months maximum. At this

stage, all pending duplicate codes that could not be arbitrated through the use of the predefined Five-Letter Name-Code duplicates resolution rules will be addressed.

The following table gives an approximate timeline of all phases of duplicate resolution based on the assumption that this resolution policy is agreed by ICAO Regional Offices in Q1 of 2010 as described in the 'Initial Tasks' section.



Any of those phases will be considered completed as soon as 85% success resolution rate has been measured as a key performance indicator. This is the nominal rate required to go to the next phase.

5LNC Duplicates Resolution Rules

Rules to resolve 5LNC duplicates within each phase are defined to help stakeholders manage resolution of duplicate names and resolve any potential conflicts in this process.

Coordination between ICAO Regional Offices and Contracting States is mandatory for the efficient application of those rules.

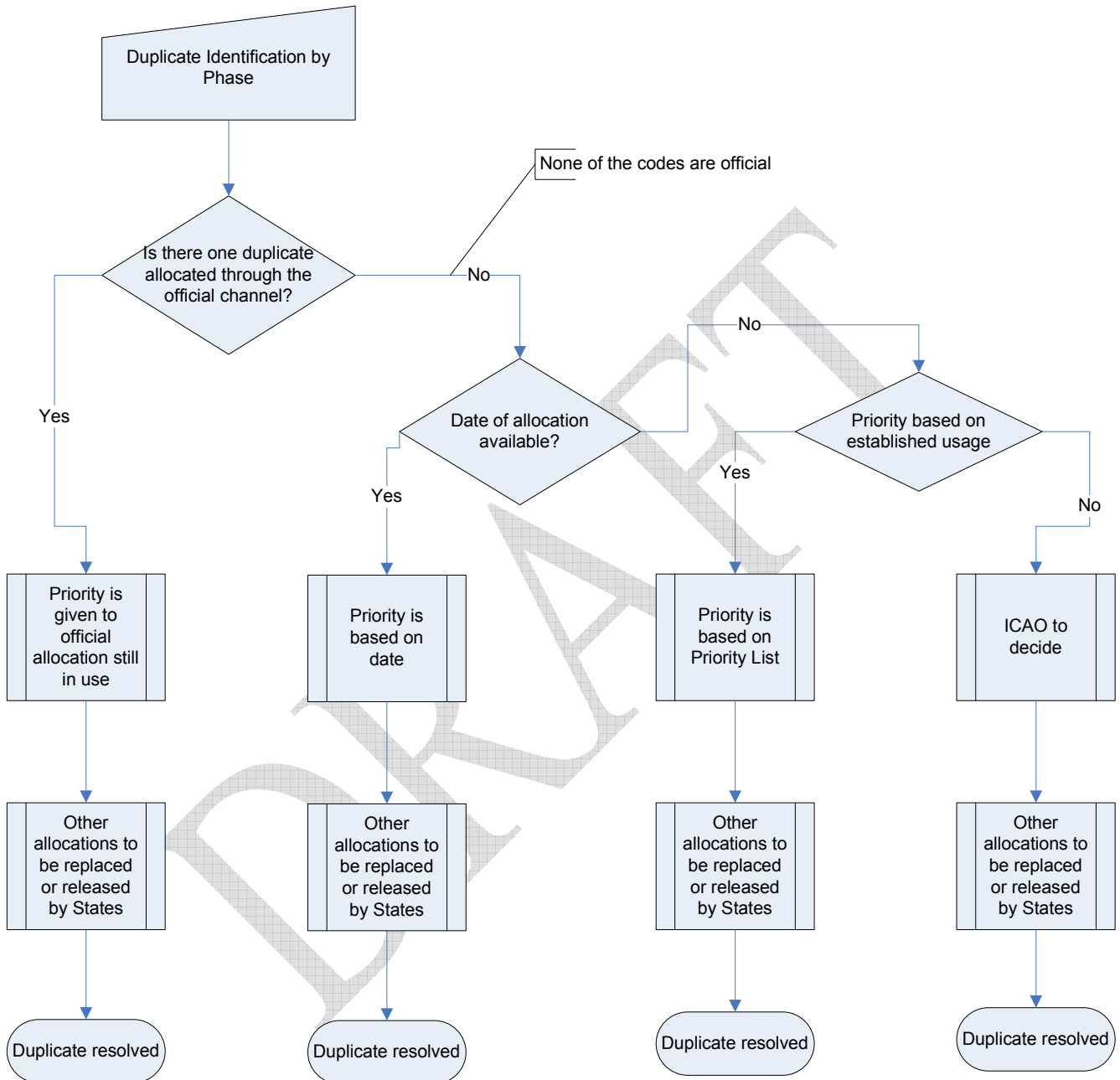
Duplicate Resolution Rules are defined as follows:

1. Priority is given to 5LNC that were allocated through the official channels;
Note: The 5LNC ICAO Official Register is designed in such a way that there will never be more than one 5LNC loaded in ICARD through the official channels. AIP alignment codes will be marked as Non-ICAO.
2. If all 5LNC duplicates were allocated outside the official channels, priority is given to the code that was allocated at the earliest date, if such a date is available; otherwise the 'Priority List' rule defined below is applicable.
3. Priority List:
The following characteristics will receive priority:
 - a. FIR Boundary point;
 - b. SID/STAR;
 - c. Major en-route crossovers;
 - d. Upper airspace;
 - e. Lower airspace.
4. Resolving conflicts:

If any of the previous rules could not allow resolving the 5LNC duplicate, the final judgment will be made by ICAO.

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Five-Letter Name-Code Duplicate Resolution Workflow



Process of Duplicate Names resolution

The general process of resolving duplicates is briefly described in this section.

The initial load of information that is not in ICARD but that is published in AIP will be done. There will be verification on Five-Letter Name-Code (5LNC) to be released as they are no longer in used.

Duplicates 5LNC are identified using 'Duplicate Lists' that are created with the official ICAO 5LNC internet based service. ICAO Regional Offices have access to the service and therefore can monitor the progress of resolving duplicates by generating the 'Duplicate Lists' on a regular basis. ICAO Regional Offices run the 'Duplicate Lists' once every two (2) months to take appropriate actions.

Once 5LNC duplicates have been identified, the process that needs to be coordinated by ICAO Regional Offices was described under the '5LNC Duplicate Resolution Rules' and the resolution workflow diagram can be used as an overall reference of the process involved.

Reference

5LNCs Duplicates in ICAO EUR/NAT Region – Rationalisation Process, Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/10), Tenth Meeting, WP/4, 17/03/2009